

"hurts business."

When the St. Paul wanted to start this gigantic piece of work it needed some changes in the laws of its home state to permit the great bond and stock operations of the new line. And its home state was Wisconsin! Once Wisconsin had been just about run by the railways, but their reign was over. Wisconsin was in the fell clutch of LaFollette. Another law forbade gaining the goodwill of legislators by passes. Another law LaFollette had put on the statute books made it unhealthy for a lobbyist to hang around the capitol. Without passes and lobbyists how could a poor railroad get the laws it needed?

Burton Hanson, general solicitor of the St. Paul system, saw a state officer whom he knew and laid the dreadful case before him. "What can I do?" he pleaded. "What CAN I do?"

"Well," said the LaFollette man, "if you have a good case why don't you go before the legislature, man to man, and ask what you want?"

Such a thing never seems to have occurred to the general solicitor but really why not? It was a business matter concerning the state. Why use "influence," or lobby about as if it were a crime? Why not be fair and open?

Hanson went before the legislature. And without any lobby, or any money, or any passes, or any favors, he got what he wanted.

Here's the lesson in this for

the nation: When LaFolletteism comes in special favors go out. Enemies get a fair deal if what they want is right. LaFollette, being a great constructive statesman, fought the railways tooth and nail when they were wrong—as they were in the anti-pass, the primary, and the tax fights; but the state government of Wisconsin does not remember these things in its official action. It is too big and too great to be grateful.

One of the first fights the senator had to make against Big Business was for equality of taxation. The railroads and other public utilities paid licenses which relieved them of their just share of taxes as compared with other property. It is so still in most states.

But, thanks to LaFollette, it is so no longer in Wisconsin. After beating the enemy in the anti-pass, anti-lobby and primary struggles, LaFollette put through a tax commission law under which these public utility properties are made to pay taxes to their values as farms and homes.

In 1899 the railroads got off by paying over a million dollars per year less than they should. Thus their lobby was paid. Thus the legislature was corrupted. Since 1904 the railroads have paid Wisconsin \$6,000,000 more than they would have paid under the old license system and the other public utility corporations have paid at least \$400,000 a year more since 1907.

And of course the farm owners